

# INFORMATION REPORT

DATE DISTR 2 April 1954

NO. OF PAGES 2 50X1

NO. OF ENCLS.  
(LISTED BELOW)

SUPPLEMENT TO  
REPORT NO.

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THIS IS UNEVALUATED INFORMATION

1. Many new railroad lines were built in the years following World War II. [redacted] in the USSR through discussions with people who had been in the areas where the lines were built and through studying Soviet newspapers. The new lines of which [redacted] of the status of construction are the following:

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  - (a) The Ishimbai-Yermolaevo line, through Meleuz, for a distance of 100 kms. This line is destined for the transportation of lignite for the new Kayurgazinskoy deposits in Bashkir and will eventually be extended as far as Chkalov.

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  - (b) The Magnitogorsk-Baimak line, through Sibai, for a distance of 150 kms, which is intended to improve communications among the industrial areas of Magnitogorsk.
  - (c) The railroad line from Morozovsk station (Stalingrad line) to the Tsirlyansk Hydro-electric Center to Kuberle station (of the Stalingrad line) for a distance of 174 kms.
  - (d) The Moscow Outer Belt Line (Bol'shaya Moskovskaya Okruzhnaya Zheleznaya Doroga) has been completed.
2. After World War II, a number of railroad lines on the Baku-Astrakhan-Saratov-Uralsk-Chkalov-Aktyubinsk-Tashkent-Ashkhabad-Krasnovodsk circuit were gradually converted to Diesel engines. Diesel engines were used on these lines (in 1951) to the following extent:
  - (a) On the Baku-Rostov-on-the-Don line about 75% of all locomotives had steam engines burning mazut and about 25% had Diesel and Electric engines.
  - (b) On the Baku-Batumi line only mazut-burning steam engines are used.
  - (c) On the Astrakhan'-Kizlyar line only Diesel-engines are used.

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- (d) On the Astrakhan'-Saratov-Stalingrad line about 30% of locomotives are Diesel and they are used primarily on freight trains. The remaining 70% of the locomotives use mazut-burning steam engines.
- (e) On the Saratov-Ural'sk line 50% of all locomotives used Diesel-engines, primarily on freight trains. The remaining 50% of the locomotives had steam-engines.
- (f) On the Chkalov-Orsk-Gurev line Diesel engines were about 50% of the total and were primarily used on freight trains. The remaining 50% of the locomotives used steam engines.
- (g) On the Krasnovodsk-Ashkhabad line about 50% of the locomotives used Diesel engines, primarily on freight trains. The remaining 50% of the locomotives used mazut-burning steam engines.
- 50X1 (h) [redacted] about the use of Diesel engines on the Tashkent-Aktyubinsk-Ural'sk line, but [redacted] this line is entirely converted to Diesels.
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755.213	119N
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